

Aviation News

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AUGUST 9, 1943

50 CENTS



Chicago "Skymaster" No. 1, first of four-engined C-54 transports to be produced by Douglas at its mammoth new Illinois plant. Maj. Gen. Harold George, commanding general of the Air Transport Command, addresses 50,000 persons at the plant dedication ceremonies.

NEWS HIGHLIGHTS

Draft Deferment for West Coast Workers: Aircraft employees' induction is ordered restricted until Oct. 1 in unprecedented action.

*

July Plane Production Exceeds June: Output is still behind schedule and Nelson calls for goal of 10,000 monthly by December.

*

Luftwaffe 'Reserve' is Mythical: Smashing of German aircraft plants is cutting Messerschmitt and Focke Wulf production severely.

*

Army Cancels C-76 Contracts: Higgins and Curtiss-Wright at Louisville will build C-46 Commando transports.

Public Aid for Air Transport Forecast: CAB Chairman Pogue says public funds will enable maximum airline expansion.

*

Maritime Agency Makes Ship-Air Survey: Post-war planning committee studies coordination of transportation.

*

Army Plane Deliveries Hit New High: AAF reports addition of 73,132 aircraft in 18 months; now receiving 4,500 monthly.

*

New Facilities at Washington Airport: United and TWA expect service to start Aug. 16; new building proposed for lines.

To the family that can't take a VACATION TRIP this year



Q You Can Dream, Can't You?...about the good old days before travel was what? But even that's a way of time right now with a war to be won. Here's one way however, that you can enjoy all the fun of the future vacation...and still do something for the war effort.



Q What a Grand Vacation you can have on a loan. Lots of fun, an vacation, and good food. And when you help a family you help to win the war. There are sure to be some form within any Armed Forces. Just call the Post Labor Dept. of the U.S. Employment Service.



Q Doesn't Do Come True. And, this is one of them. It's the age old dream of escape trips to everywhere.

It's a dream of vacations every week end or a week or two, off in just an hour from home. While no one is in, so they don't miss a minute. How? In your Cessna Family Car of the Air, of course. It's the perfect airplane that you'll

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But when the job is done and peace is here again, remember...this dream of flying for the million, is coming true for all of us.

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THE AVIATION NEWS

Washington Observer

THE War Department's cancellation of contracts for the manufacture of C-76 Curtiss Caravan wooden transport planes came as no surprise to production circles in Washington or in the industry. These planes were to be built by the Higgins Company at New Orleans and the Cessna-Wright plant at Louisville, both of which were tooling up for C-78 production. These plants will turn to construction of the C-46, Curtiss Commando, a highly successful transport.

More re-tooling will be necessary at a loss of time and money. The War Department announcement said that at the time the C-76 project was started there was a scarcity of strategic materials which prompted the requirement that the plane be built as far as possible of non-strategic items and that aluminum production has subsequently been greatly increased and should be sufficient to meet requirements for the all-metal type of plane. As a matter of fact, only a few C-76's were built, and they developed bugs which were obstinate and refused to come out at a time when the armed services were making ever-increasing demands for air transports. The War Department also said that there has developed an actual shortage of the kinds of wood best adapted

Experiences during the experimental period, and flights with the experimental model, the War Department said, have established that the plane would be more expensive and less efficient than those now being manufactured from metal. The metal cargo types, such as the Douglas C-47 and the C-54, and the Curtiss C-46, are of course in volume production.

An angle of the contract cancellations not mentioned is the difficulty that the Higgins or Louisvillian particularly, and Curtiss-Wright at Louisville to a lesser degree, will have in getting workers when their facilities have been set up for some production after they were tooling for the C-76. The War Manpower Control was notified of the contract cancellations so that there may be immediate reemployment in other essential industries of any displaced workers, but the two plants involved will need the workers once they are ready for the production of other aircraft or parts.

There is an increasing trend toward standardization of aircraft types, designed not only to speed

production on the home front, but to help solve maintenance, repair, and parts problems in the field. This trend toward fewer models may have an important bearing on experimental warplanes which have not been tested.

There is a feeling among some officials that we should fight the war with the planes we now have plus, of course, new planes which are in production, but eliminating revolutionary models at this time.

These officials argue that we are obtaining air supremacy with models now in production, that time is of the essence with the Axis forces showing signs of weakness, and consequently production should be concentrated on planes ready to go and less on others whose combat value is in doubt. Naturally, research and experimentation will not cease. It never does in the aircraft industry. Therein lies one of the soundest foundations of its success.

The position of most Navy men regarding a separate air force has never been in doubt. Secretary of the Navy Knox has now made it official and emphatic. Asked for comment regarding an open letter on the front page of the Washington Post addressed to President Roosevelt and



A Heavy Duty Lever Switch you can literally Kick Around

Under rough usage where more often than not switch levers are fused with the lack of a heavy base, Mossman No. 4101 Lever Switches are showing they are built to stand terrific punishment.

Once locked in place, all the jar and vibration in the world won't change its position. Constant adjustment is made certain by the heavily constructed chassis . . . a heavy brass frame, spring loaded. On it is supported a chromium plated lock plate and rigid actuated plate, in which a roller is mounted close together.

Model plated brass springs have spare heavy duty contacts. Their flexible arrangement, with either locking or non-locking action, has made this Mossman No. 4101 Lever Switch extremely valuable in such applications as Radio Transmitters, Signal Systems, Lighting Systems, Aircraft Electrical Controls, and Aircraft Lighting and Signaling.

Contact assemblies of 12 springs per pole-up, 24 springs per position, or 48 springs total, have been successfully built into the switch. Special pole-up arrangements are made for higher voltages and creepage ratings.

Features of the Mossman No. 4101 Lever Switch are:

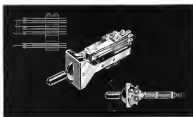
1. Standard heavy duty contacts are of 3/16" diameter for use for 15 amperes, 110 volts A.C. (non-inductive). For extra heavy duty 1/8" lever alloy contacts can be purchased for 20 amperes, 110 volts A.C. (non-inductive). Other contact materials are available to meet special conditions.
2. Contacts are in open into closed plated phosphor bronze springs. Ample wiping action of the heavy duty contact houses clean contact surfaces, and provide rapid removal of heat and excellent efficiency with longer life.
3. Spring contact pole-up assemblies are made 100% reliable under actual test conditions.

note to insure sparkless operation. Lever actuated with flexible contact. All switches specifications conform to the highest standards.

4. There are no set into the lock plate in actual locking, non-locking and no force position. Lever action can be applied with change from non-position to three-position, after first locking in non-position and one using.

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AVIATION NEWS

August 9, 1943

CONTENTS	PAGE
Washington Observer	3
Headline News Section	7
Telling the World	11
Air War	12
Aircraft Production	18
Personnel	24
The Navy View	25
Personnel	25
Editorial	26

THE PHOTOS

Army Air Forces	21
Aviation Company	27
General Aviation Corp.	28
Radio Information Services	12, 21
Consolidated Value Aircraft Corp.	7, 8, 21
Boys' Aircraft Club	9
Transcontinental & Western Air	22
United Aircraft Corp.	20, 29
United Air Lines	20, 29
United States Navy	3, 18

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itled "Give Air Power Its Wings," Knox dismissed it as a proposal "reviewing the old question of a separate air force to which I am opposed." He did not specify his reasons. A separate air force in one form or another is still a lively private conversation topic in the nation's capital.

A few days later Secretary Knox in a speech in New York gave air power once the best of it as an addendum to about 500 invited guests, most of them prominent in aviation. Mayor La Guardia, an air enthusiast of long-standing, made it clear when he delivered his remarks that he did not entirely concur with Knox's views. Quipped the Mayor: "The flyers here will agree that the Secretary of the Navy is still Secretary of the Navy."

The much-maligned but combat-proven Captain P-40 Warhawk, which must be impervious to criticism by now, has amazingly and perhaps significantly been appearing in official announcements from the War Department, especially since the workhorse fighter was set upon—again—by the Truman Committee.

It was only a day or so after the Truman report was made public that General Arnold took occasion to laud the qualities of the P-40 Acting Secretary of War Patterson at a recent news conference came to the defense of the plane. With a very smile he noted what "a poor fellow" he can do and read dispatches from the China front. One tale of the destruction of 14 P-40 fighters and 21 probabilities by P-40's after a recent raid on Hanoi. We lost one plane. Patterson also quoted a dispatch from General Stilwell, in which that dogfighting man asked for more P-40's and promised to shoot down twelve Japs for every one recovered.

The P-40 was mentioned, too, in recent official releases attendant upon the 30th anniversary of the Air Forces Not many individual airplanes were mentioned in these releases. Lookie like the Army still likes the Hawk, even if Truman doesn't.

There is a growing feeling in some official circles in Washington—not a generally held view, however—that there may be some unjustified hoarding of men and materials by the military. This urge up from time to time and at the moment does not seem to be borne out in view of the calls for increased production and the well-publicized insistence of the drafting of fliers. The feeling does persist, nevertheless, in some quarters.

Washington Observer

The growing manpower crisis which has been on the way for some time and which is now assuming almost alarming proportions, has led to some preliminary moves by a closer check on Selective Service as it affects the war workers. With the production schedule line going up and the manpower line gradually going down, there is an ever-widening gap which must be filled before we run into serious trouble. There have been some strong recommendations that the drafting of all adult workers cease.

Preliminary plans for the formation of a Mid-west Aircraft War Production Council, covering several States, the group to affiliate with the National Aircraft War Production Council, are reported solid. Now it begins to appear that unless the aircraft manufacturers in that area develop specific problems on which they need relief and the project will not go through. There are some people in the industry, however, who will would like to see such a council formed. This would have nothing to do with the proposed Personnel Phase Manufacturers Association.

Under consideration is a new report to be made to aircraft manufacturers which will give the efficiency ratings of the various plants. Details have not yet been worked out and the exact formula to be adopted if the reports are sent out is still in the making. One plan is to list all plants on a 1-2-3, etc. rating. Another is simply to advise the individual plants where they stand in the list. These reports would not be made public. In this connection, it is understood that Boeing and Consolidated are right at the top of the list.

Many a bigwig airplane—even as their little known aviation brethren—bubble with enthusiasm whenever the helicopter subject comes up, as it does constantly. John Victory, secretary of the National Advisory Committee for Aeronautics, in one and he is planning a direct line course when the happier days of peace will permit. An other enthusiasm is Greater Learning, who almost daily thinks of something new for these ships.

After many months the friction between the airlines and the Air Transport Command over time and how much news can be released on ATC contract flights and operations appears to be coming to a head. ATC service is the backbone of the air transport industry on what may be published. It even goes so far as bus parking the names of airlines which perform special services. A special conference of the line officials with Gen. George, ATC commanding general, may result in liberalizing the policy.

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VOLUME 1 • NUMBER 2

AUGUST 9, 1943

Draft Deferment Action Eases Industry's Acute Labor Shortage

Selective Service limits induction of aircraft workers on Pacific Coast until Oct. 1. Step long urged by aviation executives.

By SCOTT HERSHEY

The unprecedented action of National Selective Service headquarters in ordering a limited blanket draft deferment to West Coast aircraft workers, and similar as possible to employees of subcontractors serving the industry, comes but does not entirely solve the critical manpower problem.

Aircraft executives for some time have been urging some type of deferment for their workers, contending that they will be unable to meet increasing production demands unless they can get and hold manpower.

Expects Oct. 1.—The deferment order, sent to all local draft boards having West Coast aircraft workers as registrants, is effective only until October 1. This drastic step has been in the works for some time, but the opposition of Selective Service officials to granting blanket deferments to any group held up the order. It was aimed finally, but reluctantly, at the request of the War Department and the urgent pleas of industry executives whose manpower situation is acute.

The original order sent to the West Coast mentioned only the workers in bomber plants, which caused considerable opposition as to what was behind it. This order was quickly amended, however, to make the deferment applicable to men working on all types of aircraft. The mix-up was said to have been due to a misunderstanding of the intended scope of the action.

Draft Official Resists.—Pressed for some deferment for aircraft workers, Selective Service officials argued that if a blanket deferment were granted to aircraft workers that would be flow immediately with demands from railroad and other vital war workers for similar

deferment. At the same time, it was understood that Selective Service was not entirely convinced that deferment was necessary at this time, pointing to the relatively small number of job separations due to men entering the services. The industry, actually, did not concern in these views.

Selective Service officials considered, in addition, that a group deferment was contrary to the basic principles of the draft law under which all men are treated equally. Deferments for separate groups, they said, was a matter for Congress.

Changing Conditions Cited.—Industry executives arguing for deferment held that Selective Service was overlooking a compelling need. They held that while equality of selection was essential at the start of Selective Service, at the war goes on it reaches a point where the situation changes—a situation in which aircraft production, a case in point, reaches a stage of importance which

perhaps it did not have when the Selective Service Act became effective.

It should be noted that the Selective Service memorandum order set Oct. 1 as the expiration date. Congress returns on Sept. 14, which would give them about two weeks to act on the question—perhaps make the deferment into law as was done in the case of farmers.

Consolid Key Figure.—Congress undoubtedly will be guided by the findings of their subcommittee, headed by Rep. Costello, of California, which has been holding hearings in Los Angeles. Various aircraft executives emphasized their manpower difficulties.

Donald Douglas, president of Douglas Aircraft, urged blanket deferment for all key personnel in the airplane, parts, and material divisions of the industry and greater inclusion of younger boys.

138,000 Turnover.—J. H. Kinkelberger, president of North American Aviation, Inc., told the committee that Pacific Coast plants have 140,000 employees in the first six months of this year, but turnover was so large that the net gain was only 15,000. Kinkelberger expressed the sentiment of most aircraft executives when he said "The Pacific Coast aircraft manufacturers just aren't going to build as many airplanes as the Army and Navy require unless we can get and hold manpower."



LAST OF A TYPE:

Unusual photo of a Vultee Vengeance with "her brother" extended to allow a dive. The U. S. Army and Navy are improving rapidly on production of dive bombers such as this. Engine is a Wright Double Cyclone.

'Personal Aircraft' Manufacturers Organize as Aero Chamber Section

Dwight Wallace elected chairman of new group which represents 29 companies making light planes.

Organizations of a "Personal Airplane Manufacturers" section of the Aeronautical Chamber of Commerce was agreed upon at a meeting in Chicago July 31 of representatives of 29 light plane makers.

Dwight Wallace, president of Cessna Aircraft and a prime mover in the organization, was named chairman of the group which sent a telegram to Chamber officials notifying the Chamber's activities in operation within its structure, rather than as a separate organization, had been accepted.

Details of the set-up, including organizations and facilities, remain to be worked out, but Col. Harrison Reed, Jr., general manager of the Chamber, said the trade association was prepared to work with the

new association immediately.

Other Officers—Officers named in addition to Wallace were William T. Piper, Piper Aircraft, vice-chairman; and Richard H. DePue, Fairman, the Engine and Airplane Company, secretary.

The new section of the Chamber will be devoted to the development and expansion of individual flying, but it was emphasized that these activities will in no way interfere or interrupt the companies' war production.

New Publicity Facilities—The pending reorganization of the Chamber is expected to remove restrictions to further aggressive public relations and public relations activities which the personal plane manufacturers consider necessary to their product.

Aeronautics Board for immediate hearing, and Pennsylvania-Central Airlines disclosed it plans to start immediately two additional round trips daily from Washington to Detroit through Pittsburgh, Youngstown, and Cleveland, and an additional flight to Norfolk, Va.

2 Crashes Mar Air Safety Record

Airline and glider accidents occur within few days.

The nation's civil aviation picture was darkened in the last two days by two air crashes that took 30 lives within a few days to end 194,000 scheduled passenger-miles without a fatality.

First Fatal Glider Crash—Twenty days when an American Airlines transport plane hit a hillside on a routine flight in Kentucky the night of July 28, and ten more lives were lost when an Army glider, carrying prominent civilians, lost a wing and crashed on a collision field at St. Louis, Mo., on July 29, when the latter was said unofficially to be the first fatal crash since the Army began glider operations two years ago. The last previous fatal crash on a scheduled air line occurred Dec. 1, when the wreck of a Western Air Lines plane at Fairfield, Ohio, resulted in death to 17 persons.

Official investigations of both accidents were launched immediately by CAB and other agencies.

Officials Varying—Aviation officials were riding on both the plane and the glider. Among those on the former was K. M. Hoffman, 41, of Westborough, Pa., chief engineer for CAB and other agencies.

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ager of Licensing division of Aviation Corp. for three years, then became general sales manager of the corporation. Last May 15 he was named vice-president, with office in Washington.

Carson was 45. After a career in aviation engine design and development he became executive engineer of Air Associates, Inc., in 1932. Since Nov. 2, 1941, he had been project engineer on liquid cooled engines at Licensing.

Landingshock Backer—Robertson helped finance the flight to France by Charles A. Landingshock. He also helped finance the construction of the China National Airways. He also made an aerial survey of air transport facilities in Turkey.

Crew members killed in the Kentucky crash were Capt. Harry A. Stiller of Pittsburgh, pilot, and officer R. M. McClure of Norfolk, and Stenward Josephine Kane of Cleveland. Capt. B. A. Carpenter of Cincinnati was observing pilot. Pilot Stiller had been with American since 1933 and Captain Carpenter since 1935.

Capt. Milton C. Kiehl, pilot of the glider, was attached to the 1st Troop Carrier Command at Stout Field, Indianapolis.

New Carrier

The Navy announces launching of the combat carrier, Aquarius, the third of ten being built by the Federal Shipbuilding and Dry Dock Co.

WAF's Expanded

Army to give new missions to women pilots.

Women pilots, heretofore confined only to the Air Transport Command for ferrying airplanes from factories to air bases within the United States, will soon be given missions for other branches of the Army Air Forces.

Assignments Unannounced—The first women pilots to get the new assignments—the nature of which are not yet disclosed—will be a class of 366 graduated Aug. 1 at the Women's Flying Training Detachment, Avenger Field, Sweetwater, Tex. Jacqueline Cochran, director of women pilots, and the success of about 128 WAF's on ferrying assignments prompted the AAF to enlarge the field of their operations.

Members of the WAF's and other women pilots have no military status. They will wear a distinctive uniform now being designed.

Army Reports Delivery of 73,132 Planes in 18 Months to July 1

AAF receiving about 4,500 ships every 30 days, officials announce, with Allied production exceeding Axis.

With total United States aircraft production now averaging better than 3,000 airplanes a month, the Army Air Forces declares that in the 18 months ended July 1 it received 73,132 planes.

U. S. Output Exceeds Total of Axis—Out of total production, the AAF is now receiving about 4,500 planes monthly, a figure which exceeds in fact the estimated total Axis aircraft production, which is set at about 4,000 planes a month.

Allies' Production Beams Exceeded—In addition to United States production, Russia and Britain are producing large numbers, their total alone being more than the Axis production which is estimated by some experts at 3,500 for Germany, 1,200 for Japan, and about 600 for Italy. Recent developments would revise all of these downward.

Keep Producing—In a comparison of our production with that of the Axis and our growing air superiority on all fronts, the value of the work being done by the men and women who make the nation's weapons and the necessary air keeping production up is emphasized with irrefutable evidence.

1942 equals Prior 33 Years—During the total year just closed, the Army Air Forces accepted more air-

planes than during the preceding 32 years. And this comparison becomes more impressive when specifications of such places as the Boeing Flying Fortress, the Consolidated Liberator, or the Douglas Skyraider are considered.

Plane Ratios—During the hearings on the military appropriations bill of 1944, it was estimated that of 80,000 planes were produced each of the next year 38,000 would be bombers, 38,000 fighters, 12,000 transports, and 9,000 trainers.

85% for Airplanes—In the present war, up to June 30, 1943, allocations to the Army Air Forces amounted to \$1,000,000,000, of which has been obligated. Of this total, an estimated 85 percent was for airplanes, engines, propellers, and spare parts. The \$344,000,000 earmarked for the Air Forces during the year ended July 1 compared with the total military costs of the last war which have been variously estimated at from 28 to 31 billions.

In the whole of the last war, \$500,000,000 was spent for the Army for airplanes, engines, and spare parts. In the period that followed appropriations dropped to between \$12,000,000 and \$17,000,000 yearly.

'News' Sales Manager

George W. Pfaff, publisher of Aviation, Aviation News, and Air Transport, announces appointment of Andrew B. Martin as sales manager of McGraw-Hill's aeronautical publication. Mr. Martin has over his new post with a background of 20 years' experience in the field of aeronautical publishing. He was formerly western manager of Aviation and Air Transportation. His headquarters will be in the New York offices of McGraw-Hill.

Landis Appointed

Col. Wend Landis, formerly regional vice-president for American Airlines at Chicago, has been appointed commanding officer of the 1st Troop Carrier Command of the AAF, with headquarters at San Francisco, Calif. He has been serving as chief of staff of the command. He succeeds Brig. Gen. Fred S. Beran.



More CAP Duties

Behind operations of the Civil Air Patrol probably will be extended within the next month or two.

The Army is anxious to retain and enlarge the valuable service which these civilian flyers are performing and will assign them to undisciplined missions. Utilization of pilots, rather than the assignment of a larger number of civilian-crewed small craft, appears to be at the bottom of the program.

Plan New Facilities At Capital Airport

Construction and other changes proposed at Washington for TWA and United service.

With two additional airlines coming into Washington Aug. 16, plans for expansion of facilities at Gravelly Point National Airport already are under way.

A new building is proposed to house operations activities for United Air Lines and Transcontinental & Western Air, each of which plans to fly two round trips daily. Final plans for the structure, which would be set up by the Civil Aeronautics Administration, hinge on the amount of money that will be available for it.

One Story Structure—Preliminary

WPB Warns Allocations Near In More Aircraft Veneers

Week's summary of OPA, NLRB, and other Washington agencies shows official actions which affect aircraft industry.

WPA announces that since requirements for birch and hard maple aircraft veneer are greatly in excess of present production it may become necessary to allocate birch and hard maple logs. The allocation action, if taken, would probably be similar to that governing yellow poplar, and Wisconsin - Michigan grades are likely to become the basis for any order issued.

OPA Approves—Proposed specifications for these logs in relation to stress cracking and allocation were outlined at a recent meeting of the WFB Hardwood Veneer Manufacturing Industry Advisory Committee. The "Wisconsin-Michigan Birch and Hardwood Maple Log Specifications," submitted by the U. S. Forest Service and adopted by the Wisconsin

softwood plywood, as requiring producers of softwood plywood to accept all orders for the product which meet regularly established prices and terms.

New Aluminum Committee—WPA announces the formation of an Aluminum Foundry Industry Advisory Committee, composed of 13 members. H. G. Lunsford, superintendent of Foundries, Wright Aeronautical Corp., was named as a member.

WPI reports that due to wartime demands production of high strength heat-treated aluminum castings have doubled during the past 18 months, while non-heat-treated sand casting has remained at the same production level.

CPA has authorized sellers of aluminum scrap under contracts entered into before June 25, 1983, an additional 30 days in which to deliver material under the contracts at the old higher maximum prices in effect before that date. The extension was made because congested conditions at the smelters' plants have made it difficult for sellers to complete shipments in time allotted.

► **Exemptions**—CPA also has ruled

► **Exemptions**—EPA also has ruled



GLIDER PILOT HOUSE

Here is the main instruction: troops get as they peer ahead down the valley two-rows toward their "tag" plane. The 15-place Waco CG-4A glider carry a crew of pilot and co-pilot. Release mechanism is shown and between the two pilots.

TELLING THE WORLD

(AVIATION News each week in this column tells something about the unusual public relations efforts and advertising men who are telling the world about the men and women who are making the nation's warplanes.)

Full page insertions by General Electric in three national magazines are giving some versions of what may be expected in the way of post-war aircraft illustrations show the helicopter, flying wing, stratosphere plane, flying boat, and transport of the future, drawn by artists who worked in close collaboration with aviation experts. N. W. Ayer & Son is handling the placement.

Effective September 1, Reynolds Metals Company's advertising account will be handled by J. Walter Thompson Co., New York City.

Half-page insertions developed around the theme "four things to look for when you buy your postwar plane" will appear in national magazines under the sponsorship of Walter Lippé & Company. Newell-Kennett Company will handle the account.

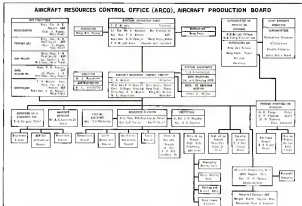
Maps and How to Understand Them. 28-page book in easy-to-read format, is having wide distribution as a result of offers in recent Consolidated Teller Aircraft Corporation advertisements. The book is now in its second edition.

Pan American Airways is planning a new series of double-sized advertisements called "Forum of the Future," first of which will be a statement signed by Oswaldo Aranha, Minister of Foreign Affairs for Brazil. J. Walter Thompson is the agency. The statement was written especially for an American.

Douglas Aircraft is using a full-page ad titled "No 1 on the Hit Parade" with words and music by Douglas employees, showing a bomber winding, each band representing one of Douglas' six plants.

Fortress in the Sky, a three-reel, tachachrome film documenting the being flying Fortress, is scheduled for September release and will be available to all groups interested in aviation. Harold J. Mansfield, director of public relations for Boeing, and bookings for the picture will be handled by Protection Film Center, of Princeton, N. J.

Public Relations department of Goodyear Tire & Rubber Co. announces that H. A. Bruno & Associates will continue as the company's public relations counsel. L. A. Nixon is assistant executive. Special attention will be given to the advertising and publicity program in the aeronautical activities of the parent and subsidiary aircraft company.



Final organization chart of ARVN, claimant agency for Army and Navy air forces, last released

COMMENTARY

Luftwaffe 'Reserve' Is Mythical; Output of Famous Fighters Cut

Allies winning air control over Germany after smashing Messerschmitt and Focke-Wulf plants.

While the primary objective of strategic bombing will always be the destruction of the enemy's ability to wage war by striking far behind the fighting lines at his industrial and communications system, shipbuilding and repair facilities, and airbases, there comes a time when the all-out pursuance of this objective has a distinct effect on the gaining of aerial supremacy in the enemy skies. Control of the air is the prime essential for all tactical operations. That time has now arrived in the battle for Germany.

The Red Sun—Daylight Raids: It was just about a year ago when the first units of the Eighth Air Force began their epic—making daylight precision bombing attacks on the German mainland. The war started, and La. Gen. "Toots" Spaatz. Before many weeks had passed it became evident that the Luftwaffe was making desperate efforts to stop these raids at any cost. Accordingly, the Luftwaffe began to employ the latest Focke-Wulf 109's and Messerschmitt 109 G's were thrown into the battle. The daylight raids, with their resulting heavy damage to German cities and industry, began to smother out the Luftwaffe fighters on a substantial scale. The American heavy bombers in close formation, using their powerful 30-caliber guns and accuracy-computing radar, began to drop their bombs in the path of the on-coming raiders.

► **Laifwaffe on Defensive**—As a result of this and other factors it has been widely stated for some time that the Laifwaffe has gone on to the defensive. There can be little doubt that this is largely true. One indication is the almost complete lack of sizable bombing operations over England, the greatest air threat ever to be posed over another nation. On the critical and far-flung Russian front, except for a few big raids from April to June, there is no evidence of heavy concentration for

offensive operations. The Nazis were unable to muster enough strength to gain air supremacy for the drive on Kursk, which bogged down after ten days and became a battle to hold Orel.

From Bombers to Fighters—In addition to this, reports have been current since last spring that the German aircraft industry has been shifting over from the production of bombers to fighters. Ac-



Mining Machine This close-up of an RAF North American Mustang, described by the British Information Services as the world's fastest Army co-operational ship, shows location of the gun camera aperture between two of the .5 machine guns housed in the fuselage of older models.

cepting this as almost certainly true, just what does it mean? For one thing, the factories turning out 4-engine bombers, such as Focke-Wulf at Bremen (FW-200 K, long range patrol bomber) and Heinkel at Rastatt (the comparatively new He-177), have not been put back into production.

MAN TROUS TO RAF—Several other bomber factories, many of them located around Munich, Leipzig, and Berlin, outside the area most severely affected by the RAF—RAF bombers are reported to be producing day bomber production and supporting up night-fighter versions of the fastest medium bombers Ju-88 and Heinkel 219. These are heavily armed in the cockpit and have a very powerful engine. The highly developed radar device used by the Allied Navy and improved models of the formidable night fighters are also being produced. With new powerful engines are also being used as night fighters. Total production of all of these new models of 500 out of some 1,000 per month of all combat types, and they constitute a very serious threat to the huge RAF night raid.

Gen. Eke's Score for July—German Eskon's 8th Air Force, however, has succeeded in putting down large numbers of single-engine day fighters in northwest Germany, proper to the two months as a month ago. These coming of the rapid climbing, heavily armed FW-190s and ME-109 G's informed estimates indicate at least 106 of these in first line strength, roughly one month's production (June approximately 330). The ME-109 G's are being used or are on the way as replacements, thus by the way being the only "reserve" the Luftwaffe now has. During the last week of July, in the joint all-out effort with the RAF, the 8th Air Force shot down 230, seriously damaged some 230 of these and older fighters. Total for July was 825, including 380 shot down, 150 probables, 273 damaged. A new angle was the fact that in one raid escorting fighters shot down 100, including 15 of the fighters, almost as many as the bombers shot down.

German Production Damaged—Two other factors complicate the picture. According to a carefully worked out schedule, in addition to the terrible pounding given Hamburg in the late July air attacks, the Heinkel aircraft factory at Warnemünde was practically wiped out in the heavy Fortress raid and later another Heinkel factory at Oranienburg.

Both of these plants were affected over last winter from the RH-413 fighter to the latest model of the Focke-Whulf 190. And to this fact that the main assembly factory for this important fighter, the Focke-Whulf plant at Bremen, was so badly damaged several weeks ago that production is still practically at a standstill, according to reconnaissance photographs. Misleading anything like the current production schedule of the 199's will be an acute problem, with the RH-413 and its factories for both the ship (B.M.W. Diesel-Benzler) also in the list for treatment afterwards.

F-4s Scrambled — The final point is the greatly stepped up daylight sweeps against the most fighter airbases. Light bombers and fighter-bombers and straight fighters, including B-59s, Whirlwinds, Macajuts, Typhoons and Thunderbolts, are making powerful attacks almost daily, smothering installations and supplies on the ground, including light-air refueling for a second attack against American heavy bomber formations.

AIR WAR REVIEW: The aerial offensive against the Axis during the week assumed almost unbelievable proportions as the RAF by night and the U.S. Eighth Air Force by day sent over wave after wave of heavy bombers.

Hamburg's widespread area of factories, dockyards, warehouses and shipping sheds in the ruin of a thousand fires, under great piles of smolder. Other important spots—Waldhofshaven, Kiel, Wesermünde, Warnemünde, Wustrow, all of them sensitive industrial and shipping points, felt shuddering blows, as did Bremer, Kassel and Ochenheim. Naples again felt our air weight.

Japan Raids Bases—Nip air activity increased somewhat during the week, with several raids on our installations. These were beaten off by our fighters, with proportion of losses greatly in our favor. Our heavy bombers continued offensive operations against Jap harbors and concentration points all along the 3,000-mile Pacific front. In China, too, the enemy's air arm was active, but largely futile.

Topping our Chinese operations were successful raids by the Fourteenth Air Force on Hankow, Hainan island and on Hong Kong. In Burma the U.S. Tenth Air Force



Bombings Cut Output: Plants producing Germany's Mercedes-Benz 190 (top) and Puch-Wulf 190 (above), two of the Axis' most important fighters, have been smashed by the Allies and production has been slashed. Next objectives for the RAF andAAF probably will be the BMW and Daimler-Benz plants, which turn out engines for these fighters.



strided a number of strategically important Jap centers, bridges and shipping.

P.U.S. Air Blows Set New Records.—Air blows set records for the past month as our bombers dropped 50 percent more bombs and destroyed 78 percent more enemy fighters planes than in June while their losses dropped to less than 4 percent of the attacking force despite the penetration of our planes and men into the stuffiest defenses Germany can muster.

In the deepest penetration of Germany, our bombers struck at the Focke-Wulf plants at Osnabruegen. "Bigger Low Level Mass Raid" The raids by a force of 175 Liberator bombers on the Focke plant at Osnabruegen involved a 2,400-mile round trip flight and was said by Lt. Gen Lewis H. Brereton, Commander of the Ninth U.S. Air Force, to have been "the biggest low level mass raid in aviation history. General Brereton, through his chief of staff, said that the raid probably "materially affected the course of the war."

Commanders of Army Air Forces units over the globe gave first-hand reports of their activities in a series of radio talks as a part of the AAF's observance of its 30th anniversary August 1. It was a picture of growing air superiority in every front and pocket of things to come. General Arnold noted that air activities up to now are "no more than a hint of what is to come next week and next month."

General Arnold noted that in the first seven months of this year our airmen made nearly 101,000 combat flights over enemy territory. The essence of the reports from General Arnold's commanders in the field was that we now have air superiority in every theater and will eventually have air domination. Then the war is won.

FA Marine Corps Fighter Squadron, which has just completed the most recent of several tours of duty in the Solomons, wound up as one of the high-scoring Squadrons in the campaign. It shot down 86 Jap aircraft with the loss of but two of its own pilots.

July Plane Turn-Out Exceeds June Figure by Small Margin

Reasons given for retarded production include labor turnover, design changes, absenteeism, and housing.

America is now in the stratosphere of production and to reach higher altitudes requires superb timing.

Nelson Views Production—That's the way WPB Chairman Donald M. Nelson views the current production situation which is still causing concern despite the expressed confidence of high officials that setbacks now being met will be made up and quieted soon.

The aircraft industry, as the result of a late-month surge in July, caught up and passed June production, and while the total number of planes produced was not as high as scheduled it was considerably above the gloomy estimates made the first part of the month.

Aircraft Men Discouraged—Despite the production of better than 7,000 planes a month, Nelson said

that production officials are not satisfied and that the industry must make over 10,000 a month before the year is over. Most experts estimate that this figure will not be reached although it may be approached by the end of the year.

Causes of Slowup—There has been much said about the complacency of the American people, an aversion to which Nelson takes exception. He holds, rather, that the general lag as due to an increasing rate of labor turnover, design changes coming through as a result of battle experience, and an absenteeism rate larger than it should be in some cases.

Gauges Must Pace War Needs—Nelson, in a recent radio discussion of the situation, said he wanted to make it clear that war production is not falling off. The reason for con-



Donald M. Nelson

cern, he said, is that as for this summer, taking the program as a whole, production has not been increasing so fast as it must to meet the tremendous quota needed by the military services.

Frightening Problems—As he pointed out, however, in his official public report, problems of increasing output are becoming more difficult and more complex. When the nation was still a long way from maximum war production, each month showed substantial increases over preceding production periods. Since then, the gains have brought to closer in some categories to levels of production where additional increases are harder to get. To add to the difficulty, scheduled requirements for materials generally are being sharply reduced, reflecting the fact which the armed services face in all parts of the world.

Manpower Shortage Critical—The manpower problem is becoming increasingly critical and while various approaches are being made looking to a solution it is bound to plague the industry and make the meeting of increased schedules more difficult. Other elements enter into the production lag, he is sure, but the manpower shortage and lack of skilled workers is at the bottom of many production troubles bearing other names.

Housing & Transport Bugaboo—Not among the top reasons for the lag, but closely related to the manpower situation, are the questions of transportation and housing in aircraft plant communities.

Skilled Labor Off to War—There is scarcely an aircraft plant in the nation which is not experiencing production difficulties due to manpower shortages, particularly skilled labor. There are complaints from many aircraft manufacturers re-



New Douglas Assembly Bay—Here's a view of main assembly bay at Douglas Aircraft Company's new all-weather protected Chicago plant, built for the exclusive production of the C-47 Skymaster, four-engine cargo plane. It was built by The Austin Company, which used more than 30,000 tons of structural steel materials through the use of insulated timber construction, non-metallic piping and neon-type lighting fixtures.

garding the operation of Selection Service which takes trained personnel from their plants.

The Impossible Often Solved—The industry has met "impossible" production schedules many times and can meet them again, but the manpower problem headache is going to accompany the production line upward.

Somerville & Wilson Toss-Lt. Gen. Breckin B. Somerville, Chief of

the Army Service Forces, and Charles E. Wilson, Executive Vice-Chairman of WPB, talked to a group of war plant executives in the New York area, following a similar meeting in Chicago.

Wilson and his Aircraft Production Board plan to leave Washington the middle of August for a series of West Coast meetings at which manpower and production—now almost synonymous—will be discussed.

Aircraft Materials Plan Okayed by WPB

All planes brought under system formerly limited to airlines.

A uniform procedure for obtaining material for the operation of aircraft and aircraft facilities has been enlarged to include all civilian type aircraft operating in the war effort. Previously only airlines were selected by WPB's Preference Rating Order P-47, which has just been amended.

Materials Via Amended Order—Controlled materials obtained by use of allotment symbols under the Controlled Materials Plan and materials or products, including components, obtained by preference ratings may be procured through the amended order.

Simple Procedure—Operators file Form WPB-1747 for the material, parts, and products required. WPB approves the form and then assigns preference ratings and authorizes the use of the allotment symbol

MRO (P-47) for the approved materials. A serial number is assigned on the form and the operator may then acquire his material. Applications should be made quarterly and needs computed solely on a quarterly basis.

Scarcity Altered Order—This order was amended, according to WPB officials, because of the increasing scarcity of raw materials and fabricated aircraft parts. By stocking up in advance on civil aircraft requirements, provision may be made to use that material during war time.

Lycoming's Output Up

Dollar volume gains 32 percent, while backlog rises 15 percent.

Dollar volume of production of aircraft engines by the Lycoming Division of The Avco Corporation rose during the first half of 1945 showed a gain of 32 percent over the output for the same period last year and Lycoming's backlog of orders is

now approximately 15 percent greater than it was a year ago, officials reported this week.

Another Plant Required—William F. Wise, executive vice-president, in making the report, said that expanded production has required stepped-up production in the subcontracting field, which necessitated the opening early in June of an additional plant in South Wilkesboro specifically to handle the bulk of the subcontracting business.

Types of Engines—Over the first of the year, Lycoming has gone into production on its direct drive and geared six cylinder opposed type licensed engines of 195 to 215 horsepower for use in four-engine military aircraft of a special type. The division has also started volume production of four cylinder opposed type engines for large scale installation in liaison and light cargo type aircraft. It has also developed a special model of opposed type engines for installation in helicopters.

Firestone Expands

Purchases G.A. Aircraft, Inc., glider helicopter firm.

Expanding its activities in the aircraft field, The Firestone Aircraft Company has acquired G.A. Aircraft Inc. of Willow Grove, Pa., a suburb of Philadelphia.

G.A. Aircraft, an extension of the Private Autogiro Co., is a pioneer in the development of rotary-wing aircraft. Harold V. Pitcairn, president of the Autogiro Company of America, and the Firestone company obtained from the Autogiro company nearly 200 patents of autogiros and helicopter type planes.

New Morale Builder

It isn't because the shipping department of the Newville Division of Consolidated Vultee doesn't have anything but newspapers in which to wrap spare parts for the Vengeance drive bomber, built at the division it is simply that Robert L. Odum, of the department, had an idea.

Hungry for Home-Town News—His nephew, Pvt. John Davis, wrote that the boys were hungry for newspapers from home. Odum wondered why newspapers couldn't be used as the initial wrapping for spare parts. The idea took. The management took the matter up with the Office of Censorship and got an O.K. Copies of



"Comair" Gee Wings: Final assembly line of Chance-Voughter plant which turns out the gall-winged shipboard fighter, the Corsair. At the left, partly-completed center-sections are being equipped with controls and instruments.

several southern papers now cover spare parts before they are crated for overseas shipment.

New Packard Plant

Packard Motor Car Co., has acquired a plant in Toledo, formerly occupied by Aviation Corporation and will operate it as the company's Toledo Division for the production of parts for Bala-Royce aircraft engines.

George T. Christopher, Packard president, said that capacity in produc-



New Bomber: With the objective sighted, the Navy's last new dive bomber, the Brewster B-24, fully loaded, even in the wing racks, is ready to peep off for its swoop. It is a master ship of the Brewster Bombers, widely used by the RAF.

tion is expected to be reached before 1944. B. R. Rem, chief plant engineer at the Packard factory in Detroit, is to head up the Toledo plant.

First Canadian Lancaster Completed

National Steel Car plant, run by government, builds bomber.

The first Canadian-built Lancaster bomber is off the line at Victory Aircraft, Ltd., government-owned plant at Malton, outside Toronto.

Complete Interchangeability—A feature of the construction of the four-engine plane is that it has been designed for complete interchangeability of all parts whether for the Canadian or British-built Lancaster. Optical instruments are used in

signaling rigs to make this possible.

Canadian Government Takes Over—Decision to make the Lancaster bomber in Canada was reached sometime in 1941, with the National Steel Car factory at Malton picked to do the job. Tooling up was about 75 percent completed at the beginning of 1943. By this time labor and management problems necessitated the Canadian government taking over the plant. The government purchased the plant for approximately \$4,660,000 and formed Victory Aircraft, Ltd.

Biggest Job—The undertaking was the largest job given the Dominion aircraft industry. Building the plane has been compared to Canada building a battleship of the latest type, and Canada's shipbuilding industry's biggest job so far has been the building of destroyers.

Chartering ceremonies for this first made-in-Canada Lancaster four-engine bomber were held August 6, with Mrs. C. G. Power, wife of Canada's Air Minister, as the sponsor. Canadian civil and military aviation notables participated.

Council Works Out Plan for Engineers

Technical college graduates to join aircraft industry.

A plan whereby the aircraft and other war industries will be allocated student engineers who have completed college courses under the Army Special Training Corps program is being worked out by the National Aircraft War Production Council and the Army.

AAF Meets With Council—A representative of the Army Air Forces

Staffing Board met in New York July 28 with members of the Engineering Committee of the Aircraft War Production Council East Coast. A similar meeting, within two or three weeks, is planned with the West Coast Council.

Army Desk Jobs—These engineers, most of whom come under the limited service classification of the Selective Service ratings, probably would be headed for desk jobs with the Army. Under the program being considered, they will be made available to the industry as one part of the program to solve the man-power problem.

Some Headed for Industry—How many of these engineers will go into the industry and how many such company will be allocated under the program are questions now being considered.

Burden Discounts Claims for Future

Immediate prospect after Ansett strike not encouraging, he says.

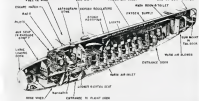
The maximum commercial aircraft manufacturing industry which can be developed immediately after the war will be only a small fraction of the \$3 billion dollar industry of the operation of William A. M. Burden, Special Aviation Assistant to the Secretary of Commerce.

Air Transport Estimates—Burden said that he believed there was general agreement on this view and that as far as an transport is concerned it is possible to make reasonably accurate guesses as to the volume which can be expected in the near future.

Discouraging Guesses—The results of such guesses, he told the Los Angeles Chamber of Commerce Aviation Forum, are not particularly encouraging. Roughly speaking, Burden said that 75 percent of our 1946 Pullman traffic could be carried in the equivalent of 1,000 DC-3s, and half of the first class trans-oceanic passenger traffic in the world in the equivalent of another 1,000 to 1,500.

Minor of Few Months' Output—The new total of 3,000 to 3,500 DC-3s, or similar planes, he said, could be turned out in a very few months by plants now in the production of this type of airplane alone, is say nothing of the industry's capacity in other types of multi-engine aircraft.

Freight Vast Factor—Moreover, once this fleet was built, re-



U.S. BUYS SIX FLYING YACHTS

Six specially built, luxuriously appointed versions of the famous Consolidated C-87 transports, four-engine landplanes, will soon be carrying important Army, Navy, and other government officials (except from the President) to the world's far corners in a new Army-Navy team service. Three of the planes have already been delivered to the Army and are named Gulliver I, II, and III. Three similar ships will go to the Navy. Top photo shows a C-87, the transport version of the B-24 bomber. Drawing shows the C-87's new equipment, much of which has been ripped out and replaced by more comfortable furniture, berths, and the like.

placement, based on past experience, would be only a fifth of that amount annually. There would be, Burden pointed out, export sales in addition and, he added, that air freight volume might surprise us, but he contended that the great total of transport sales would not be large enough to sustain a substantial industry.

He did not suggest, however, that these figures represent the maximum long-term possibilities of air transportation.

Expansion for Private Flying—Burden said that the most intriguing field for further expansion was obviously that of private flying, a field whose future has been interpreted in terms of the most extreme optimism and the most extreme pessimism.

Careless About War Plans—He pointed to the yawning gap between the 27,000,000 passenger automobiles

and the 350,000 motor boats and yachts privately owned in 1940, and the 25,000 private airplanes registered in the same year.

Inequity Challenges—Then, Burden said, "would challenge the ingenuity and the imagination of an industry which was on 'very short' to say nothing of one which will be hard put to keep even a small fraction of its present plant capacity busy with commercial business."

Andrews Honored

Lt. Gen. Frank M. Andrews, who was described as one of the greatest strategists in the Army Air Forces, has been posthumously awarded the Oak Leaf Cluster to the Distinguished Service Medal. General Andrews was killed in a plane crash in Newfoundland.

Employee Efficiency Shows Big Gain

Despite the rapid increase in the number of employees in the aircraft industry and despite increased production schedules, the efficiency of individual workers has been consistently improved.

Both labor and management share in this achievement which has enabled the industry to boost production regularly at less cost.

In 1941, each employee of the aircraft industry produced 30 pounds, on the basis of a production of 4,568,000 pounds of airplanes per month by 156,000 workers. By 1943, some 14,000,000 pounds of airplanes

were being produced each month and the 356,000 workers in this phase of the industry had raised their record to 40 pounds per month.

Paid Output Added 20%—In '43—This year, the nearly 1,900,000 productive employees in the industry were producing about 98 pounds of airplanes per month per person.

When airplane production peaked, government officials estimate that the efficiency will be raised to about 80 pounds per month per worker, with an expectancy of 155,000,000 pounds a month by an estimated 1,500,000 workers.

Maximum Route Expansion to Call For Public Aid, Pogue Says

CAB chairman forecasts big passenger and cargo growth in traffic between smaller cities; calls for more airports.

Support from public funds will be necessary if air transportation is to expand to many small cities as soon as it should, says Chairman L. Welch Pogue of Civil Aeronautics Board.

Cost of 50,000-mile Expansion—He told the Tulsa Chamber of Commerce that government costs for a 50,000-mile expansion of pickup services offering one trip a day would run about \$18,000,000 a year, and "substantially more" for two.

For passenger services, he said, "We must decide to what extent we might be willing to make up as much pay the difference between operating cost and possible commercial revenues in the early stages of development."

National Pattern—Looking that expansion to take in small cities (4,000 and over) must follow a "well-worked out national pattern," the chairman predicted a "tremendous growth" in all air transportation when equipment becomes available under the war-on-trunk-line schedules as well as extensions to small communities.

Small Town Traffic Big Factor—This extension is imperative, he asserted, if air transportation is to "complete its contribution in our nation." And he predicted that the traffic between small cities eventually may be larger than fed into the trunk lines from those places.

Common Sense Plans—He expressed confidence that problems of equipment and landing places can and will be solved. Economy must be the guide, he said, in decreasing, rather than increasing, size of planes for such services. He encouraged hope the aircraft manufacturing industry, acting on results of pending studies by the Board on local feeder-pickup services, "will present to the nation

at the close of the war airplanes which will meet the requirements of small city services."

Challenge for Municipalities—Pogue called for airports—"hundreds of them"—if smaller municipalities are to receive the full benefits of air transportation. Lack of ports, he said, has limited development of the nation's air-transportation system, and "we are still 1,000 short of a greater plan of the Civil Aeronautics Administration for 4,000 airports designed to serve what was then thought to be our immediate needs." The need for landing places, he said, is a challenge to municipalities.

Correlation of Facilities Advised—In counseling that development should follow a national plan, the chairman and the arm should be "the establishment of service in some equitable relation to potential service needs and in relation to existing transport facilities, rather than a surrender to exceptional promotional enterprises of communities and individuals."

Self-sustaining City Service—"In our small city services we must, as we did in our trunk-line services, look forward to the time when they will be self-sustaining and strive to accomplish that goal at the earliest possible time."

New Opportunities—While he saw a problem in the question whether cities in small cities should be made by existing trunk-line operators or new and small carriers "rooted in the locality in which they are to serve," Pogue saw an advantage in giving opportunities to new enterprises which "rooted in a local place and whose fortunes depend upon doing a good job."

He also forecast a "naturally progressive step" in postwar transportation by air of first-class mail.

Measuring Up by Air—Earlier, before an aviation conference sponsored by the Oklahoma City Chamber of Commerce and the National Aeronautics Association, Pogue told of measurements by air.

"There is being built up a backlog of popular demand for air cargo services," he said, "which will have to be met in full at the close of the war. I should not be surprised if at some time in the future the revenue received by the air carriers from the carriage of cargo were to exceed the combined revenue now paid by passengers and mail."

Lower Air Express Rates—Air express rates are expected to drop in the post-war, he added, but "beyond any question of a doubt, they are coming down and coming down drastically."

Most striking time savings, the chairman forecast, will be reflected in reduction of travel time in the field of international transportation.

CAB Asks About Foreign Contracts

Agency may rule that airlines must file their agreements.

Civil Aeronautics Board is considering amending its economic regulations to require every air carrier to file copies of any agreement with foreign governments, a condition that would put these matters on the CAB's record.

Scramble for Air Routes—The proposed regulation, on which those interested have been asked to comment, is significant in view of the scramble for international air routes, highlighted recently by the domestic lines' announcement of international air transportation policy. The statement outlined the board that the signs expected to file individual applications in the international field.

Another rule, effective Sept. 1, requires applicants for CAB exceptions to serve notice of the application on "all persons who may have an interest" in its subject matter.

Big Express Gain

The first six months of this year saw a 66.6 percent increase in weight of air express shipments at La Guardia Field, New York City, compared with the same period a year ago.

The air express division of Railway Express Agency reported 719,381 pounds of air express cargo for domestic and international airlines serving the port the first half

AIRWAYS FREIGHT STATION:

Although the Consolidated C-47 shown is in drab war colors, the post-war commercial air freight station will probably be similar to this scene. The C-47, being turned out at Cowan's Texas plant, can carry more than 120 tons over 2,000 miles, at speeds over 335 mph; manufacturer points out Turbo superchargers give added speed and ceiling.

of 1943, an increase of \$64,983 over the last six months of 1942.

Curtain Ban Eased On Airlines

Air Transport Command revises original restrictions.

A more flexible blackout policy on airline cabin windows is in effect. Not only have original restrictions in this regard been removed by the Air Transport Command, but have been made for further modification on a month-to-month basis.

Monthly Suggestions—Procedure remains a matter of industry policy. Now, however, it will be subject to monthly review, with each airline

forwarding to the Air Transport Association suggestions for modification, starting in mid-October.

Ben Glen C. Smith, new deputy commander of the ATC, has written Col. Edgar S. Gerrell, president of the ATA, favoring monthly review of suggested changes.

Curtain Rules—The new rules, suspending the old, take effect immediately. They state that during daylight hours and when floodlights would divulge military information, full cabin blackout protection will be applied at Dallas, Tulsa, Colorado Springs, San Francisco, and Oakland for three minutes before landing and three minutes after takeoff. At New York and San Diego the period will be five minutes. Daylight hours are from half an hour before sunrise to half an hour after sunset.

Curtains also must be drawn at airports where modification centers or aircraft factories are located. Except that the curtains may be opened at the loading ramp when the visibility from this point is no better than at the airport station.

Pilots Can Decide—Pilots are urged to use discretion in having curtains drawn where military information otherwise would be disclosed.

Some lines have leaned over backward in their attempt to conform to the window blackout regulations in the past. This has meant that on some flights between Washington and New York the curtains have been drawn the full distance



UNITED'S FORTRESS SHOP:

Patterns of the airlines' modification centers operated for the Army Air Forces are shown at the War Department. The new sheet of a part of United Air Lines' special shops at Chesapeake, where flying Fortresses are prepared for the particular front in which they will fight, and where the latest lessons of combat are translated into test missile changes.



POST-WAR AIRLINER FOR BRITAIN:

Although in some past now for the RAF, this and other DeHavilland Hastings probably will be among the first of Britain's transports to be converted back to scheduled flying after the Armistice. It was England's second airliner design at the start of the war. Its manufacturer claims its 330-hp Bristol Perseus engines give 225-hp speed, 1,300-mile range.

Maritime Commission Studying Combined Ship-Air Operations

Report being prepared by subcommittee of post-war Planning Committee, headed by Rear Admiral Vickery.

Senator Lodge's recent proposal of a post-war aviation and maritime policy committee with studies being made by the Maritime Commission on the feasibility of supplementing regular merchant marine operations with air transportation of passengers and light cargo.

Post-war Employment.—The tall Massachusetts Republican, shortly before his departure with four other Truman Committee members for the war theaters, expressed the view that job opportunities should be provided for some 1,000,000 aviation war veterans and more than 200,000 wartime merchant seamen. The policy should include nothing, he asserted, to threaten either post-war commercial aviation or the merchant marine.

Hark Back Six Years.—Echoes of 1937 were being heard, meanwhile, as a Maritime Commission subcommittee studied the relationship between shipping and air transport. Sixteen years ago the Commission,

in a report to Congress, recommended that the Merchant Marine Act of 1920 be amended to permit steamship lines to operate airlines, but the proposal was not accepted.

Reports indicate that the same policy, with slight modifications, is keeping the survivors now being made, although commission sources say the studies are contemplating a full report on the advantages and disadvantages of steamship-air operations.

Anderson - Vickery - Woodward.—R. W. Anderson, director of the commission's Division of Finance, is chairman of the Subcommittee on Shipping and Overseas Air Transport of the commission's Post-War Planning Committee. Rear Admiral Howard L. Vickery, vice-chairman of the commission, is chairman of the full commission. Commissioner Thomas M. Woodward is co-chairman. The subcommittee will retain its aviation expert to assist it.

Equalizing Shipping & Air Trans-

port.—In its preliminary work, it has paid particular attention to steps taken by other nations to coordinate shipping and air transport. Sweden is among those that have taken action along these lines. In Great Britain a shipping council is working closely with the Ministry of Transport.

Commission members feel, it is said, that if other nations coordinate shipping and aviation, the United States likewise must do so, or suffer a dislocation from competitive parity.

Opposition.—This view, however, was expected to run into the same difficulty encountered in 1937, when friends of Civil Aeronautics Authority had a hand in blocking Congressional action on the commission's recommendations. Opposition also came from the Air Transport Association of America.

What Will Congress Say?—What the attitude of Congress will be if a similar proposition is placed before it after several years only be conjectured. Senator Lodge at least will be in a position to do something about any attitude he may take on the problem. He is a member of Senate committees on appropriations, finance and military affairs.

While the Truman group wings its way over the war theater, two members have the express assignment of studying post-war rights of the United States to foreign airfields it has developed during the war. These are Senators Brewster, Maine Republican, and Mead, New York Democrat. Others in the group are Senators Lodge, Chandler, Kentucky Democrat, and Hamill, Democrat of Georgia.

Studying Global Post-war Policy.—While their survey goes on, a study of international post-war aviation policy is under way by a nine-man subcommittee of the Senate Commerce Committee. Senator Clark, Democrat of Missouri, has asked the Administration, in a conference with Secretary of State Cordell Hull, to delay postwar aviation agreements with Britain or other nations until Congress has a chance to evolve a general aviation policy. Clark also conferred with the President about the subcommittee's work along these lines.

PCA President Urges 'Regulated' Rivalry

C. Ruffell Maize, president of Pennsylvania-Central Airlines, told the Chicago Register's Club in a speech last week that the war had

shown conclusively that international air operations after it is over must be conducted on a basis of "regulated competition."

Rehabilitation By Air.—"We have established the stupors of the world of tomorrow," he said. "In the immediate postwar period these great trans-oceanic routes must be maintained to take relief and rehabilitation materials promptly to the stricken and war-blighted lands of the earth. They must then be devoted to the peaceful commerce of the skies and the peaceful intercommunication of peoples."

Airlines Report Big Traffic Increase

Express and mail cargoes show greatest gains. Safety record lifted.

Traffic gains in the first six months of this year over the same period in 1942 have been reported by three domestic airlines, Pan American, and Air Transport Union.

American's Noble Gains.—American Airlines carried 9,337,849 pounds of air express the first half of this year, a 24.4 percent increase over last year's first six-month period. The line reported it carried 14,433,276 pounds of air mail through June 30 this year. Last year the figure was 4,061,070 pounds. Charles A. Sherrington, traffic vice-president, said the line now flies at planes 11 to 12 hours each day, where before the war the average was eight hours. Passenger figures were not reported.

United States New High.—United Air Lines established new high records in the first half of this year in comparison with any previous first-half period. Revenue passenger miles were figured at 1,571,000,000, an increase of 35 percent over the same six months in 1942, express pound miles 2,032,944,100, a gain of 18 percent, and mail pound miles 3,711,100,000, a gain of 82 1/2 percent.

TWA Gains in Mail & Express.—Transcontinental & Western Air and its air mail and express has increased 100 and 78 percent, respectively, in the first six months of 1943 over the comparative period of 1942. Preliminary figures, according to R. Lee Tolson, executive vice-president, showed that air mail carried by TWA in the first half this year was 3,384,684 pounds, compared to 4,184,998 last year through June. The figure for the first six months of this year was 1,438,555 pounds this year and 1,937,137 last.



Express Overflows. With the airlines reporting gains of 100 percent, in some cases, over similar periods last year, the airlines must store priority express in the cargo when seats are not required by priority passengers. This is why many non-priority passengers do not fly. United Air Lines has designed a special cargo slip-cover container to protect seats.

Pilots File SEC Data on New Airline

Company registers 300,000 shares of class A, no-par voting stock.

The first barnstorming and air transport enterprise after World War I were organized and managed by pilots. The first airline starting directly from the pilots who are fighting in this war is Transoceanic Airlines Inc., organized earlier this year by Thomas G. Smith and an association of pilots now ferrying warplanes to battlefronts.

Voting Stock.—The company has registered a statement with the Securities and Exchange Commission for 300,000 shares of class A voting stock without par value. There are no underwriters. Initial offering will be 300,000 shares at one dollar to eligible subscribers.

The group intends that only those who do the work shall own stocks and make profits, only flight crews, operating personnel, officials and department heads may participate.

The company was organized in February and most of its incorporators are pilots making plane delivery flights from Canada to England and other battle-front destinations. Although the stock originated in Canada, incorporation papers were filed in the U. S.



STRATO-CLIPPER PERSPECTIVE:

Pan American's Boeing Strato-Clippers in operation between Miami and San Juan are operating at capacity loads, setting new traffic records. View shows the supercharged cabin. TWA, only other purchaser of these Model 367's, is flying them to all parts of the world for the ATC.

PERSONNEL

Leighon W. Rogers, well-known aviation writer and consultant, and a former president of the Aeronautical Chamber of Commerce, has joined Bell Aircraft Corp. as assistant to the president and special representative of the company on its products in the aircraft services.

Rogers is an ex-vice-president of

the Georgia bar in 1934 and at one time was an athletic coach and later director of Playgrounds and Recreation at Hightstown, N.J.

Charles E. Beard has been elected a vice-president of Bell Aircraft Corp., a position which he will hold in addition to that of secretary. Recalling Beard as treasurer at Loane Pease Supply Co., treasurer of the Pennsylvania Eastern Pipeline Co. for past seven years. Forty-one years of age and a graduate of the University of Minnesota, Beard was once assistant to the secretary and treasurer of Consolidated Aircraft Corp. He joined the Bell organization in September 1938, and since then the company was founded, as secretary and assistant treasurer, and in 1941 was elected treasurer. Beard, a graduate of Williams College, has served as vice-president of the National Bank of Auburn, N. Y., and of the National Bank of New York.

Leighon W. Rogers

Bellman Aircraft Corp. has represented the National City Bank of New York in Boston, now service in France in World War I, and was commercial attaché of the Department of Commerce abroad until he organized and became chief of the Aeronautics Trade Division for the Commerce Department.

He also organized and served as executive officer of the International Civil Aeronautics conference in Washington in 1933. He presided at the Chinese Government to adopt a plan whereby an American air training mission was employed on a three-year contract to organize and train a Chinese air force, and has just completed a volume on air transportation which will be released from the press this fall.

Henry S. Hill has been appointed industrial relations director at Hawkeye Aircraft Engineering Division of Packard Engine and Airplane Corp.

Formerly manager of operations at Aircraft Radio Corp., Boston, N. J., Hill was recently elected industrial chairman of the Associated Yarn Dye Industries. Hill was admitted to

Carl P. Loebe, division manager of the Ordnance division of Bell Aircraft Corp., has announced that his division will move immediately to Burlington, Vt. Additional space for the expanding production effort will be given in review for the change. At present the Ordnance division is building two more different types of gun mounts and adapters designed for lighter planes, bombers, flying boats, and surface craft.

Joseph E. Terry, former traffic supervisor in the New York District office of American Airlines, has been named field assistant to the general traffic manager. Terry has been with American Airlines since 1934.

Donald Henry M. Gies, new chief of Air Staff, AAF, is the identical twin of Brig. Gen. Benjamin Gies, commanding general of the North Atlantic Wing of the Air Transport Command. Like many another top-flight flying man, they are natives of Texas.

THE NEWS WIVES—



CHARLES E. WILSON

Charles E. Wilson probably thought he had reached the pinnacle in production jobs in the country when he became president of the West General Electric Company. That was before last September when he was called to Washington by President Roosevelt and WPA Chairman Donald M. Nelson. Then he really took on a job which encompassed not only General Electric, but virtually all of American industry.

A native of New York City's lower East Side, Charles Wilson began his business career about 43 years ago at the age of 13. His salary was \$5 a week. He went through all phases of shop work and then climbed up the managerial ladder. He actually knows production from the ground up and he hasn't forgotten an inch of the way he traveled. This is one of the chief reasons for his success.

In addition, Wilson is gifted with a broadly personality that sells hard to men and women in aircraft and other war industries as well as to those on the management side. Industrialists who come to Washington can carry their production troubles right into Wilson's office in the Social Security Building and those where he doesn't have time to see in his office he often sees at the dinner table. His working hours are his waking hours.

Wilson's first assignment when he came to Washington was aircraft, where production was lagging because critical materials were not reaching some plants on schedule. By November he had set up a system of scheduling component parts, a system greeted with skepticism by many Washington officials. Wilson dug in and for two months turned out a record number of planes practically single-handed. He had the help and backing of the industry, but not top in the capital and disputes over central framed a barrier it took a tough man to break.

FINANCIAL

War News Upsets Air Stocks; Plane and Airline Issues Dip

By ROGER WILCO

WITH PEARL PANGING in the air as a result of Mussolini's collapse, the security markets submitted to their widest decline since May, 1940. All classes of aviation equities were hit represented in the crash.

Commonwealth Aircraft—The extent of damage inflicted by airline and aircraft issues is indicated in the accompanying table. Surprisingly enough, the air carriers outperformed the aircraft builders on the way down. Losses for the week ended July 31, for example, ranged from 9 percent to 13 percent for the air transporters and only 7 percent to 12 percent for the aircraft.

Peace Civilian—That the aircraft equities should be weak occasioned little surprise, as they are among the leading "war babies" in the market. The coming of peace would mean the termination of extensive contracts and a sharp curtailment to a peacetime economy with all of its unknowns.

Short on Foresight—But why the sharp break in airline securities? Here is one of the leading "peace" indicators of all time. Its future has been planned and forecasted far and wide. The answer is relatively simple. Market prices for aircraft securities have long discovered the future. It is common knowledge that the aircraft failed to pay dividends anywhere near the same extent as other groups in the many markets of the past year. In short, aircraft prices were surely far removed from basic considerations and inevitably were delisted at the time of Italy's collapse.

Overlooking—Prices for air carrier equities on the other hand as indicated in this column last week, had a strong tendency to outpace themselves. The future was being discounted with rampant enthusiasm. As a rule, when markets discount prospects, many advances begin to represent "overdiscounting." As a result market prices get out of line with basic values. At

best, air transport securities are in the speculative class and any general market weakness makes the group very vulnerable. In popular market parlance, "no tree ever reaches to the sky" and "technical reactions" are forever in the offing. A period of general market ascent, regardless of how came, leads investors and speculators alike to become more realistic in their appraisals and less inclined to discount prices too far in advance. That's what happened to airline equities during the last week in July, all because of Mussolini.

Builds Unshakable—It is an interesting observation that on Saturday, July 30, the day of the week's widest break, prices for Curtiss-Wright, Douglas, and Martin were unchanged, with Boeing off by one-eighth. On the other hand, American Airlines broke \$32.5 a share and Eastern, Northwest, TWA, and United were all off \$1 or more per share.

Post War Survey

Another appraisal of the aviation industry's future was indicated in a study just released by an investment firm. Hugh W. Long & Co. polled membership of the National Association of Security Dealers as to their views on the post-war period. This association represents every significant investment dealer in the United States. By nature, this group

is inclined to be realistic in its analysis of industry prospects. For this reason, its composite conclusions are particularly noteworthy.

Most likely to succeed—The investment dealers voted heavily in favor of the automobile industry as having the most favorable post-war outlook. Second in choice was the chemical group. Third in the procession were the air carriers. The popular conception is inclined to vote for the air carriers as "most likely to succeed." Realistic capital, however, thinks otherwise and looks to the stable, well-established automobile industry to lead the parade.

Least Favorable—In a similar vein, the security dealers classified as least favorable for postwar investment the machine tool, railroad, and aircraft manufacturing industries. This appraisal presents a new viewpoint.

It has been present for some time.

When Will the War End?—In passing, it is worth noting that the consensus of the dealers believe Germany will be defeated in 1944 or Japan in 1945. On the other hand, a market observer for one of the largest New York Stock Exchange firms stated that considerable opinion in Wall Street veered to the view that the European phase of the war would be concluded in from three to six months.

Effect of War Views—These military opinions expressed by investment people are significant in that it will be this type of thinking which will underlie market movements in the months ahead. Security prices will be sensitive to every development of the war fronts as the actual coming of peace will bring to the fore the impact of adjustment processes.

2 Lines Report

Hawthorn Airlines and Northeast Airlines report net successes.

Hawthorn Airlines, Ltd., reports net income for 1943 of \$238,133 after \$244,042 income and excess profits taxes. The company showed a net income of \$35,899 after \$100,000 in charges for the last half of 1943.

Hawthorn is doing important war contract work for the Army and has earned much work for the Post Office.

Net income for 1943 of \$48,293 has been reported by Northeast Airlines, Inc. The net equals 14 cents each on 348,000 common shares. The company reported a net income of 8 cents a common share for the year ended June 30, 1942.

Market Fluctuations of Leading Aviation Securities

	1943	Close July 24 1943	Close July 20 1942	Week ending July 20 1942
Kir Transport				
America	2434	7116	6782	287
Bureau	4152	40	37	125
Northwest	7340	2700	287	5
Pacific Coast	409	18	30	14
TWA	4253	2725	26	1
United	3875	4843	35	137
Aircraft				
Boeing	2636	3734	40	14
Continental Value	30	234	23	1
Curtis Wright	30	344	34	1
Douglas	7336	50	5424	7
Lockheed	24	3644	40	1
North American	24	3644	40	1

Canada Takes a Stand

CANADA'S PRIME MINISTER King has made good his promise of several months ago that Trans-Canada Air Lines would become an international air carrier. Trans-Canada is the Canadian government's airline. It began trans-Atlantic service a few days ago.

Another promise of Mr. King's has yet to be fulfilled, and won't be without a struggle in the December.

The Prime Minister in a public statement last year promised that Trans-Canada would be the only Canadian airline which will be allowed to operate foreign schedules after the war.

Canadian Pacific intends plan to fight that decision to the last ditch. This company, which operated as steamers all over the world prior to the war, has acquired a network of western Canadian air routes and has no intention of selling down as a feeder line operator for all time.

The whole matter undoubtedly will come up in the Canadian Parliament and be settled there. That's democracy. The Canadian people deserves the keenest scrutiny by the U. S. air transport industry for any advance indications of possible secret "diplomacy" on the part of our own government. This is no despite the fact that in this case the "independent" operator fighting government monopoly is a steamship company, and in this country wouldn't be permitted to operate an airline today.

This much at least is significant—the people of Canada know exactly where their government stands today on this subject. The issue is clear-cut and

the contestants are lined up.

Our own government has given no such assurance to its people and no one knows even in Washington where we shall stand on the matter. The whole subject is being considered as a political bargaining weapon and, like so many delicate political problems, is clothed in secrecy, with anonymous principals attending unannounced meetings and secret memoranda in highly legislative language being passed out from the State Department to a few high officials.

All of this underhanded maneuvering may result in a workable plan which will give our most efficient airline an opportunity to meet the immediate demand after the war for world air routes. But the manner in which the government has evaded its examination to date is sufficient cause for the serious suspicion that secret agreements and commitments with Britain, Canada, or both, may be in prospect.

This much is certain. The governments of both Britain and Canada now fully expect to own and control their airlines radiating from their shores. Those who fear most that we are formulating secret agreements with either or both of these countries are convinced that the U. S. government must also have behind it for such bargaining purposes an airline or air system which it owns partly or completely.

As in Canada, the whole business must be brought into the open—the sooner the better. And better voluntarily by the Administration than under duress from a Congress fighting mad.

Strange Case of the "Marauder"

THE ARMY is tapering off production of the Martin B-26 Marauder, according to the Truman Committee. The Martin plants will be used for other types of aircraft.

The Marauder, with the North American Mitchell, is one of the two greatest medium bombers in the world. Even the British admit it. The highly critical Truman Committee has to concede that it has "high performance both in speed and in load-carrying capacity, and according to most reports is an exceptionally fine plane in the air."

Furthermore, the Truman group admits that "As a fighting airplane most pilots who know it like it, and improvements have been made on it. It has accomplished many important missions."

The OWI last October in its careful presentation of the case for and against U. S. warplanes described the B-26 as "A battle-tested plane in general comparable with the characteristics and performance of the B-25. No notion but the U. S., so far as is known, has so efficient a plane in its class." OWI did not even refer to the safety factor in the case of the B-26.

Two charges are made by the Truman Committee

against the Marauder: It is expensive and it is unsafe. Both sound strange. This is the first instance we know about in which cost has been given out as a reason for discontinuing production of an excellent warplane which is turning in a fine battle record. Any good fighting plane is expensive; winning a war is expensive.

The charge that the ship is dangerous was first made many months ago when production started. The army replied heatedly to these accusations with official statements. It was only a matter of more careful pilot training, it was stated. Pilots who know how to fly it swear by the Marauder. Recent dispatches from the front by the North American Newspaper Alliance and the Associated Press bear the army out on these points.

If the B-26 has been improved, as the Truman Committee admits, and if the ship is still smashing the enemy on all battle fronts as communications indicate daily, something would seem to be radically wrong with the Army's Pilot Training Program. Certainly the explanation for discontinuing the Marauder is questionable.

ROBERT H. WOOD

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